SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

TIME TABLE

6

FOR THE

WILLAMETTE PACIFIC RAILROAD

EUGENE TO MARSHFIELD

To Take Effect Sunday, April 2d, 1916, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

WILLIAM HOOD,
Chief Engineer.

CONSTRUCTION WILLAMETTE PACIFIC RAILROAD
(EUGENE TO MARSHFIELD)

Eastward

Westward

Capacity of Sidings in Cars and location of scales, water, fuel and turning stations.	SECOND CLASS 252 Freight Leave Daily Ex. Sunday	FIRST CLASS 4 Mixed Leave Daily	FIRST CLASS 2 Mixed Leave Daily	Distances from Eugene		Time Table No. 6 April 2, 1916 STATIONS	Distances from San Francisco	FIRST CLASS 1 Mixed Arrive Daily	FIRST CLASS 3 Mixed Arrive Daily	SECOND CLASS 251 Freight Arrive Daily Ex. Sunday
60 PWFY				.0	DNR	EUGENE 1.1	647.3			
78 PWFY	Portland Division Time Table Governs Movement of Trains Between Eugene and Transfer			1.1		BLAIR 0.9	648.4	Portland Division Time Table Governs Movement of Trains Between Eugene and Transfer		
				2.0		O. E. CROSSING 1.0	649.3			
23				3.0		MATERIAL YARDS 0.9	650.3			
P	10.05AM		7.40AM	3.9	R	TRANSFER 0.4	651.2	s 4.47PM		7.55PM
106	10.07		f 7.42	4.3		DANEBO 4.0	651.6	f 4.45		7.50
4	10.19		f 7.50	8.3		JETSON (Spur) 4.9	655.6	f 4.36		7.35
40	10.45		s 8.05	13.2		VENETA 3.8	660.5	s 4.26		7.20
	10.55		f 8.12	17.0		SAILOR (No siding) 1.0	664.3	f 4.18		7.05
40 P	11.10		s 8.16	18.0	D	NOTI 3.0	665.3	s 4.15		7.00
5	11.22		f 8.22	21.0		VAUGHN (Spur) 1.1	668.3	f 4.08		6.49
17	11.26		f 8.24	22.1		TUNNEL No. 1 (Spur) 1.3	669.4	f 4.05		6.45
	11.30		f 8.28	23.4		IVISON (No siding) 5.2	670.7	f 4.02		6.40
32 WP	11.48		f 8.45	28.6		WALTON 3.8	675.9	f 3.50		6.20
	11.58		f 8.53	32.4		JOLER (Spur) 2.4	679.7	f 3.41		6.00
			f	34.8		AUSTA (No siding) 2.9	682.1	f		
75	12.15PM		f 9.05	37.7		RICHARDSON 4.6	685.0	f 3.29		5.40
	12.28		f 9.15	42.3		BEECHER (No siding) 4.2	689.6	f 3.16		5.23
60 W	12.50		f 9.25	46.5		NEKOMA 3.3	693.8	f 3.07		5.05
118	1.00		f 9.32	49.8		SWISSHOME 3.5	697.1	f 2.57		4.40
20	1.10		f 9.40	53.3		RAINROCK 1.1	700.6	f 2.47		4.15
Y	1.23			54.4		WYE 3.6	701.7			4.07
115 P	1.40		s 10.00	58.0		MAPLETON 1.8	705.3	s 2.35		3.55
	1.45		f	59.8		ROCK QUARRY (Spur) 2.8	707.1	f		3.48
	1.55		f 10.10	62.6		BECK 5.1	709.9	f 2.25		3.40
75 W	**2.15**		f 10.25	67.7		WENDSON 1.4	715.0	f **2.15**		3.20
30 P	2.25		s 10.40	69.1	D	**CUSHMAN** 1.6	716.4	s 2.10		3.15
14 P	2.35PM		f 10.45	70.7	R	SIBOCO 2.4	718.0	f 1.50		2.55PM
			f 10.54	73.1		NEPER (No siding) 0.9	720.4	f 1.44		
26 W			f 10.56	74.0		STANWOOD (Spur) 3.7	721.3	f 1.42		
15			f 11.10	77.7		LANE 2.2	725.0	f 1.33		
5			f 11.17	79.9		ADA (Spur) 1.1	727.2	f 1.28		
45			f 11.20	81.0		BOOTH 4.5	728.3	f 1.25		
			f 11.34	85.5		KROLL (No siding) 6.0	732.8	f 1.14		
TP			s 11.50AM	91.5	R	GARDINER 1.3	738.8	1.00PM		
P		1.30PM		92.8	DR	REEDSPORT 5.1	740.1		s 11.20AM	
W		f 1.48		97.9		THARP (No siding) 1.9	745.2		f 11.00	
		f 1.57		99.8		WILLARD (No siding) 5.0	747.1		f 10.50	
65		s 2.16		104.8		NORTH LAKE 5.2	752.1		s 10.34	
		f 2.34		110.0		BUTTERFIELD (No siding) 2.0	757.3		f 10.15	
15		f 2.41		112.0		HAUSER 3.7	759.3		f 10.06	
65 WP		s 2.54		115.7		COOS 2.6	763.0		s 9.52	
15 P		s 3.15		118.3	D	NORTH BEND 1.5	765.6		s 9.40	
		f		119.8		STAVE MILL (No siding) 1.8	767.1		f	
WTFP		s 3.30PM		121.6	DR	**MARSHFIELD**	768.9		9.20AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			121.6		Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(4.20)	(1.40)	(4.10)			Time Over District		(3.47)	(1.30)	(5.00)
	15.40	17.3	21.0			Average Speed per Hour		23.2	19.2	13.4

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Nos. 1 and 2 stop on flag at Huston Crossing 2 miles west of Veneta, and at Russels's Spur ¾ miles west of Sailor. All trains will flag through the Rock Quarry during quarrying operations, Conductor to be satisfied of safe condition of track, and to secure signal from foreman in charge that all quarrying operations are safe before any train movement through Quarry.

SPECIAL RULES

“SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Eugene, Ore.

REGISTER EXCEPTION.

Transfer. During ballasting operations swing trains hauling ballast will secure clearance at Eugene and will leave register ticket (Form 2642) with operator at Transfer, who will register for them.

Siboco. Only Nos. 251 and 252 will register.

AIR BRAKE TESTS AND INSRUCTIONS.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 17.

It is permissible to call for the plug with one long blast of the whistle.

Train crews should make careful inspection of trains at any point where trains stop or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

SIGNALS AT RAILROAD GRADE CROSSINGS.

Following signals will govern at unprotected railroad grade crossings
One long blast of whistle at proper distance from crossing when approaching same.
Two short blasts after train is stopped and before passing over crossing.

MAIN LINE TRACK LINE-UP AT JUNCTIONS.

Junction switch at Transfer must be left set and locked for main line movements, Eugene to Noti.

Junction switch at East leg of wye at Blair must be left set and locked for main line movements.

Switch at junction of the Willamette Pacific and O. & C. main line at Blair is protected by a derailing switch which is connected to the switch. All westward trains must approach this switch under control. All eastward trains must wait until the last car is over the derail before closing switch.

SPEED RESTRICTIONS.

Maximum speed of any train must not exceed 40 miles per hour, and no train shall exceed a speed of 20 miles per hour around curves of 7 degrees or over.

Trains handling steam wrecking cranes must not exceed 25 miles per hour.

Maximum speed of engines backing up, 20 miles per hour.

Trains must reduce speed to 20 miles per hour around curve and over bridge at Vaughn.

Trains must reduce speed to 15 miles per hour in the city limits of Eugene, to comply with ordinance.

Trains handling logs must not exceed speed of 15 miles per hour, nor a speed of 6 miles per hour over truss bridges, around sharp curves or passing through stations and tunnels.

Trains must reduce speed to 10 miles per hour on drawbridges.

LOCATION OF WATER TANKS BETWEEN STATIONS.

Between Noti and Vaughn.
One Mile west of Mapleton.
1,000 feet east of Tunnel No. 6.
1,000 feet east of Tunnel No. 7.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

YARDS.

All trains must be under control within Yard Limits.
EUGENE (Eugene, yard limits extend to yard sign west of Blair.)
NORTH BEND (Speed limited to 25 miles per hour.)
MARSHFIELD (Speed limited to 15 miles per hour.)
All trains will move under control, expecting to find track occupied.

MISCELLANEOUS.

Trains consisting of 20 or more cars will cut off engines to take water.

Flues of engines must not be sanded while crossing overhead bridges.

Trains entering sidings or other tracks do so under control; see and know that track is clear.

All trains will notify Operator at Noti by telegraphone before leaving Blair or Cushman and secure clearance.

In meeting trains at Tunnel 1, westward train will take spur and should approach this Spur through the tunnel under control, expecting to find train occupying main line.

H. P. Hoey, Assistant Engineer................................**Eugene, Oregon**
W. R. Fontaine, Assistant Engineer............................**Eugene, Oregon**